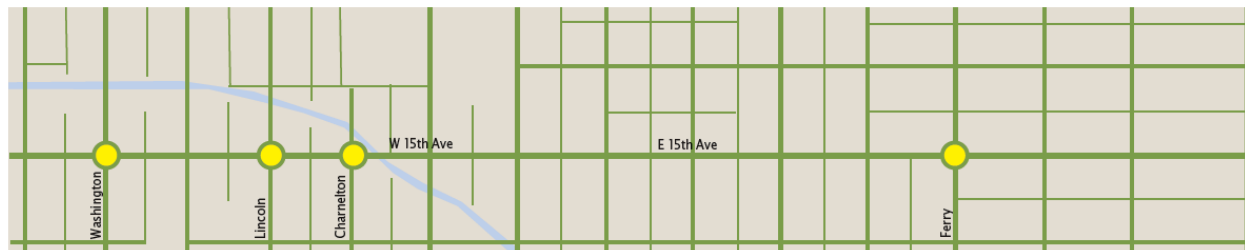


15th Avenue Traffic Sign Change: Survey Findings

Project Background

15th Avenue is a neighborhood greenway. Neighborhood greenways are low speed, low-volume streets that prioritize bicyclists and pedestrians. There are four neighborhood traffic circles within the segment of 15th Avenue that is bounded by the University of Oregon campus to the east and Jefferson Street to the west. They are located at the intersections of 15th Avenue with Ferry Street, Charnelton Street, Lincoln Street, and Washington Street.

Figure 1. Map Highlighting Project Intersections on 15th Avenue



Neighborhood traffic circles are essentially smaller, more residentially-focused versions of roundabouts. They have a circular island in the center that directs traffic to travel counter-clockwise around the center island toward people's desired destination. They are designed in a way that (a) calms traffic by reducing traffic speeds and (b) creates a natural "yield" environment by removing stop signs. The neighborhood traffic circles on 15th Avenue as well as most of those found throughout Eugene, however, have stop signs along one axis and don't require cars and bikes to stop along the other. At three of the intersections on 15th, the stop signs face east- and west-bound traffic; Washington Street is the only intersection in question where the stop signs face north- and south-bound traffic.

In June 2019, City of Eugene Public Works Maintenance Division staff indicated that they were considering changing the stop signs that accompany the neighborhood traffic circles on 15th Avenue to yield signs in all directions, as well as potentially adding marked crosswalks. The stop signs are unnecessary and left over from a different time, a time when traffic circles in the United States were new and stop signs installed because "that's how things were done." Design standards change over time, however, as the past teaches us lessons. One such lesson is the use of yield signs at neighborhood traffic circles. Before proceeding, however, the City wanted to communicate the project to the community and gather feedback about the proposed changes.

Survey Background

A survey designed to elicit feedback from the residents of Eugene about the proposed project was hosted on the project webpage, www.eugene-or.gov/4237. It was promoted through social media, the City's active transportation newsletter 'InMotion', the Jefferson Westside Neighbors newsletter,

NextDoor, and a presentation to the City's Active Transportation Committee. Additionally, postcards were distributed to persons living on or near the project area to inform them about the proposed project and the associated survey. The survey went live on July 10, 2019 and generated 162 responses before closing on August 13, 2019. An additional five-day grace period resulted in one additional response.

Survey Findings

Generally, most survey participants (53%) *support* changing the signs from stop to yield. The level of support varies, however, by the method of transportation primarily used to travel along the avenue. Respondents who primarily bike were the most likely to support the change (65%). Respondents who primarily walk were more evenly divided — 50% support, 30% do not support, and 20% are neutral. Respondents who primarily drive were the most opposed to the sign change with only 41% of drivers supporting the change. The level of support also varies by whether the respondent lives in the Jefferson Westside Neighborhood (JWN). Only 43% of respondents who live in the JWN support changing the signs, whereas 61% of survey participants who do not live in the JWN support the change.

The level of support by method of transportation could be interpreted as being correlated to the level of comfort respondents feel while walking, biking, or driving. Survey participants reported feeling most comfortable walking along 15th Avenue and least comfortable driving.

Nearly all respondents (96%) indicated that they had not been involved in a collision along 15th avenue. The survey asked participants who experienced a collision to describe the event. While seven persons indicated being involved in a collision, only one account was provided; it involved a car that did not observe the stop signs. However, several stories (15) of near misses – both experienced and observed – were shared. Near-miss incidents shared primarily involved either a failure to stop at the stop signs, cars driving too fast, or visibility issues.

Lastly, survey participants were asked to share ideas about how to improve safety while travelling along 15th Avenue. Several commenters suggested that the two-way stop signs should simply be flipped so that they stop north- and south-bound traffic instead of east- and west-bound traffic. Additional traffic controls (traffic circles, four-way stops, rectangular rapid-flashing-beacons, also known as RRFBs or stutter flashes) were requested at intersections that do not currently have them, such as Jefferson and Willamette streets. Recommendations for additional signage that is highly visible and communicates bicyclists and pedestrians have the right-of-way were supplied. Ideas to more fully develop 15th Avenue as a bike boulevard were provided – remove parking, install bike lanes and bike signals, and create a strong connection to the Fern Ridge Path and upcoming west end of the two-way bikeway on 13th Avenue. Numerous requests for repaving the road and lowering the speed limit were also made.

While the survey focused almost exclusively on the traffic sign change aspect of the project, it is interesting to note that numerous respondents used the open comments portion of the survey to voice support for installing marked crosswalks at the designated intersections.

Next Steps

Survey findings will be provided to the City of Eugene Public Works Maintenance Division, along with comments provided via email and phone conversations. Further study may be deemed necessary. If the project is green-lighted, the earliest the work would begin is summer 2020.

Appendix A: Survey Results

Table 1. Level of Support for Changing Signs from “Stop” to “Yield” at Traffic Circles on 15th Avenue

| | | | By Method of Transportation | | | | | | By JWN Residency | | | | | |
|-----------------------|---------|-----|-----------------------------|----|-------------|----|---------|----|------------------|---|----------|----|--------------|----|
| | Average | | Bicyclists | | Pedestrians | | Drivers | | Other | | Resident | | Not Resident | |
| Support | 53% | 86 | 65% | 53 | 50% | 10 | 41% | 22 | 17% | 1 | 43% | 30 | 61% | 55 |
| Do Not Support | 37% | 60 | 27% | 22 | 30% | 6 | 52% | 28 | 66% | 4 | 48% | 33 | 29% | 26 |
| Neutral | 9% | 15 | 7% | 6 | 20% | 4 | 7% | 4 | 17% | 1 | 9% | 6 | 10% | 9 |
| | | 161 | | 81 | | 20 | | 54 | | 6 | | 69 | | 90 |

Table 2. Level of Comfort While Traveling Along 15th Avenue Using Various Methods of Transportation

| | (Very Uncomfortable) | | (Neutral) | | (Very Comfortable) | | Total | Weighted Average |
|----------------|----------------------|----|-----------|----|--------------------|-----|-------|------------------|
| | 1 | 2 | 3 | 4 | 5 | | | |
| Walking | 4 | 21 | 37 | 50 | 30 | 142 | 3.57 | |
| Biking | 6 | 24 | 41 | 51 | 20 | 142 | 3.39 | |
| Driving | 8 | 30 | 36 | 54 | 21 | 149 | 3.34 | |

Table 3 (Left). Primary Method of Travelling Along 15th Avenue

Table 4 (Center). Percentage of Respondents Who Do and Do Not Live in the Jefferson Westside Neighborhood (JWN)

Table 5 (Right). Percentage of Respondents Who Have Been Involved in a Collision on 15th Avenue

| | | |
|--------------|-----|-----|
| Walk | 13% | 21 |
| Bike | 50% | 82 |
| Drive | 33% | 54 |
| Other | 4% | 6 |
| | | 163 |

| | | |
|-------------------------|-----|-----|
| JWN Resident | 44% | 71 |
| Not JWN Resident | 56% | 90 |
| | | 161 |

| | | |
|------------|-----|-----|
| Yes | 4% | 7 |
| No | 96% | 154 |
| | | 161 |

Table 6. Accounts of Collisions and Near-Collisions on 15th Avenue

| | |
|----|--|
| 1 | I live on Charnelton Street and commuted to work exclusively by bicycle for 15 years and continue to ride my bike for all round transportation purposes. I access 15th from Charnelton Alley, then use 15th when traveling east or west. The only traffic circle intersection that has posed a regular problem for me is the one at Charnelton Street. I have become very wary after experiencing south moving vehicles that don't see me (and other cyclists) and fail to stop before proceeding. I personally haven't been hit, but my wariness has protected me during many interactions with motorists that were near misses rather than collisions. |
| 2 | A car heading south on Charnelton from downtown did not stop at the stop sign and was suddenly right in front of me as I proceeded east on 15th. We collided. This happens every day at this intersection (accidents, near accidents, frequent shouting, etc.). Similar problems occur at the Ferry and Washington street circles, just not nearly as frequently. Lincoln street is better, because traffic on 15th must stop. However, the circle obstructs visibility. I wonder if speed humps would be better than these circles for calming traffic? |
| 3 | An EPD cruiser ran the stop sign at Charnelton and almost hit me. I swerved to avoid him, which meant I didn't get hit, but also meant I crashed into the curb and fell. The police officer drove away. |
| 4 | I was in a near collision because a driver at a stop sign believed they could make it through the roundabout before I arrived on bike. Navigating a roundabout is slower than most driver consider. Adding yield signs would only make cars bolder. With the change in state law, the stop signs will be yield signs for bikes, so there is no need to allow cars to move faster or more freely in this area. |
| 5 | Bike daily, frequently have awkward car-yields-to-bike situations, but never an accident. |
| 6 | Many years ago my car was rear-ended at 15th & Lincoln while stopped at the stop sign. |
| 7 | I have seen many collisions and near collisions between bikes and automobiles at circle on 15th and Washington |
| 8 | n/a but plenty of close calls with people running stop signs. |
| 9 | Almost, at dusk, in an auto with a biker who did not have a light, the intersection is poorly lit, 15th ave was jammed as usual with parked cars. The biker apparently was hugging the edge and at the last minute moved into the traffic lane and became visible. |
| 10 | Cars typically don't slow down for cyclists. |
| 11 | Plenty of close calls at the other intersections along 15th but none at the traffic circles in my 10+ years of biking along 15th. |
| 12 | I have been nearly hit while biking often. But more from the cars in the crossing streets that should've remained at their stop sign. |
| 13 | i use a 3-wheel walker, a distracted driver stopped maybe a foot from my front wheel and when partner yelled "hey!" bleated "I didn't see you." |
| 14 | Many near misses with bikes or on a bike vs cars |
| 15 | Bicycle in shade emerged and into intersection as I was turning left...no one injured. |

Table 7. Suggestions on Ways to Improve Safety While Travelling Along 15th Avenue

| | |
|---|---|
| 1 | bike lanes? |
| 2 | <p>Yield signs require decent visibility to be able to see other traffic (especially bikes) and gauge their direction and speed. Visibility is very much lacking on 15th due to on-street parking, houses and vegetation on the narrow street. Currently there are two-way stops between Willamette and Jefferson, with the stop direction alternating at each intersection. This is confusing to drive and I often see cars blowing through one or more stop signs due to poor visibility.</p> <p>I think a better solution would be to keep the two-way stops, with no stop signs on 15th and all of them on the cross streets. This would make it more predictable for everyone and cars driving down 15th would not have to peer around parked cars to see if there is anyone coming. The existing circles would remain to reduce the speed of traffic down 15th.</p> |
| 3 | <p>I live on Charnelton Street between 15th and 16th. I have direct and regular experience with observing cars blow through the stop sign heading south without taking adequate time to watch for bicycles on 15th. This happens daily, anytime of day, but particularly during rush hour as cars heading south from downtown use Charnelton as a pass through. I have seen or heard the aftermath of these hazardous interactions many times over the 18 years I've lived near this intersection. Currently the bikes along 15th have the right of way, which allows for smoother flow for them through the neighborhood, so the change proposed will not enhance the ease of their travel along this designated bike route. I think the change being proposed will make the current problem worse and place cyclists at even higher risk for collision with hasty south going traffic on Charnelton. It will also encourage the south going traffic to blow through our neighborhood even faster, worsening the already dangerous speeding problem. I suggest that you leave the intersection at 15th as it is, but add bold signage to alert drivers to the fact that they are crossing a bike corridor and need to take extra time to make a full stop to watch for oncoming cyclists. Also, alert them to the fact that they are driving through a neighborhood and should drive safely at 25 MPH. Thank you for asking for the input. I don't know where this idea came from, but I hope you take into consideration our concerns about this already hazardous intersection and take appropriate measures to improve the safety rather than increase the hazards by changing the stop sign to a yield sign.</p> |
| 4 | <p>Rather than change all the stop signs to yield signs, change the east-west signs to yield and keep the north-south as stop signs. This supports the bikeability of the east-west corridor</p> |
| 5 | <p>I have experienced many incidences where car horns honk and people shout expletives because of near misses between cars and bikes at the 15th and Charnelton intersection. Some car drivers seem to think of the circle as an obstacle to get around as fast as possible, even with the stop signs. My husband and I have been concerned about this for years. There are many parents who ride here with their children on their bikes. Some of the kids are really new to biking and fairly unwieldy. Are there plans to make Charnelton 2-Way, all the way from 5th Ave to 18th and further south? These streets are used by cars trying to find short cuts south and north. As you mentioned they are residential. We need to find ways to have cars obey speed laws. I would need proof that yield signs would in fact make these circles safer instead of allowing cars to feel free to go faster than they already do. I am concerned that this will get worse when the rebuilding construction of South Willamette Street starts.</p> |
| 6 | <p>More signage on Charnelton approaching 15th. Optimally, divert traffic coming from downtown at 14th over to Olive or Lincoln.</p> |

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| 7 | Crosswalks are essential regardless of what the City decides. With signage indicating to drivers pedestrian crossings. Your statement "The advantages of Traffic Circles" does not consider safety of pedestrians, other-abled for example wheelchairs, or bicyclists. Your statement emphasizes, "They also calm traffic by reducing travel speeds and removing traffic lights. Without a light, the 'need to beat the light' mentality is diminished, and traffic can move more smoothly at a constant speed without completely stopping." It is dismaying City staff does not know there are no traffic lights on 15th between the University and the Fairgrounds. Hence, the "advantages" become irrelevant. And, as mentioned, the advantage about YIELD is only concerned about driving traffic. |
| 8 | Repave the street, there are long cracks to avoid with skinny tires. |
| 9 | Yields would help traffic flow better for cars and bicycles, but am not sure everyone would pay attention to pedestrians. People making right turns do not always look to right, especially if they are allowed to turn right without stopping. Addition of marked crosswalks will help. |
| 10 | Wish I did. It is too narrow with parking on both sides of the streets. As a cyclist, I often have drivers behind me, anxious to pull around. As a driver, I often have cyclists who won't allow me to pass for several blocks. It's congested. Also, cars often don't stop at the stop signs. I have been narrowly hit both on my bike and in my car. I'll take 13th to avoid 15th. |
| 11 | Make sure signage and paint on pavement is bright and obvious. Drivers southbound at 15th and Charnelton constantly ignore the stop sign. |
| 12 | more trees |
| 13 | I appreciate the effort to improve this stretch. I'm not sure I'm wild about this particular idea. What is the actual goal of this? According the LCOG's data here (https://www.lcog.org/918/Bicycle-Counts) 15th (Willamette to Jefferson) is one of the busier bike routes in Eugene. I'd prefer to see 15th developed more intentionally as a "bike boulevard" -- that is, make all north-south traffic stop or yield (particularly Lincoln!) and allow east-west traffic to proceed unimpeded (maybe some other treatments to discourage autos). Something more like Alder south of 18th or 19th, which seems very effective to me. The bike counts on 15th are not that far below the bike counts on Alder (according to the LCOG data). I also think it will be important, when the 13th Ave bikeway is built, to make a strong connection between 15th Ave and the west end of the bikeway, wherever that is. So maybe in that case, bike boulevard treatment would be most important between the connection to the 13th bikeway and Jefferson/start of the Fern Ridge path. Please think about the need for a better bicycle network and remember that 15th is currently an important part of that because it connects campus to the Fern Ridge path. I don't think this particular proposal would really hurt that, but I don't think it improves it much. And I would be concerned about autos going north-south thinking they don't have to stop. |
| 14 | Make sure signage is well written and visible! How about speed limit signs at the beginning of these streets? Paint the Bikers Take a Lane symbol on the street. 15th is a DESIGNATED Bike route, not just a "popular bike route." What about Olive Street? Traffic circle there? |
| 15 | Traffic circle at Olive, "Bicycles Take A Lane" symbols on street, crosswalk with warning lights at Willamette (this intersection sometimes gets an unending flow of auto traffic down Willamette during commute times) |
| 16 | Wider bike lanes and wider sidewalks, limiting car lanes to one ways. |

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| 17 | The removal of stops signs is a good idea, as long as people understand that they need to go around to turn. Farther east 15th has more difficult crossings but I'm not sure what can be done about those. |
| 18 | Yield to Bike or Caution-Bike! signs facing North-South traffic at each intersection between Willamette and Alder streets. Maybe add roundabouts to control flow of traffic at the junctures with Willamette, Oak, and Pearl streets. Please, facilitate a safe, simple bike route with minimal stops between Lane Co. Fairgrounds and UO campus. If this can't happen on 13th Ave, 15th could be a great option (maybe model it on Alder St. south of 18th). |
| 19 | Turn the 4-way stop sign at Olive Street into 2-way (stop signs on Olive) to encourage safer modes of travel (bicycling and walking). |
| 20 | Yes. Keep the stop signs on north south travel for cars and have a straight route for cyclists without stopping. |
| 21 | widen the street - too many parked cars |
| 22 | The road really needs to be repaved. Otherwise I feel pretty comfortable riding along 15th Ave |
| 23 | Speed bumps on Lawrence between 15th and 13th |
| 24 | Address pavement crack/pothole issues along key areas of the street that people are most likely to bike east-west on. |
| 25 | traffic circles or 4-way stops at Jefferson, Willamette, Oak, Pearl, High, Hilyard, and Patterson. Really, the changes you are discussing are silly compared to the safety issues at those intersection (especially Willamette). Please start there instead. There are dangerous metal grates/manhole covers on 15th on the west side of the Willamette & 15th intersection that become very slick in the rain. I have skidded out twice and seen three other bicyclists skidding out on these things when turning west off of Willamette southbound. The situation is made worse by the poor road surface at that location, giving bicyclists the choice between hitting these metal slide plates or hitting a pothole. When reported, I was told to stop complaining because they "meet guidelines and therefore are safe" (a low point in my relationship with the City). It would be great if you could replace those with something that works for bicyclists. Every time there is construction on Jefferson/13th/the W/J bridge, cars start detouring down 15th at 30-35 mph. It would be great if there was signage saying not to do that like at 3rd & High. |
| 26 | The pavement on 15th is very choppy for a cyclist. Repaving the road would be wonderful. Also, the "sharrows" for bikes are not very assertive. I've been in a few close calls with cars who aren't aware that bikes are in the space. Maybe a green bike lane would help. |
| 27 | I use this corridor on my bike multiple times a week year round. I go from the fairgrounds path to willamette st and on from there to the amazon bike path. It would be lovely to have a smoother, safer, and more beautifully foliaged route to connect these two fantastic paths. 15th st corridor improvements could help accomplish this. I would enjoy it if this section of street was closed to through traffic, and some of the intersections were closed to traffic other than bikes & pedestrians. additionally, removing parking and making more trees and park shrubbery would be lovely for pedestrians and residents alike! Additionally, as a general point, I've always wondered about closing alleyways to vehicles and making them into paths to get all around this city so bikes and pedestrians do not have to share the road with loud, stinky, and dangerous vehicles. Regarding the section of 15 from jefferson to willamette, thank you for the work that has been done, such as crossing on jefferson and bicycle markings on the roads. |

| | |
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| 28 | Make highly visible crossings at the one-way North/South roads. This is the most uncomfortable part of traveling on foot or bike on 15th (and 12th, and 14th...). Cars on Oak, Pearl, High, Patterson and Hilyard rarely stop. Indeed, when I'm driving on these streets I'm hesitant to yield to pedestrians -- pedestrians are often looking their phones and not prepared to cross, or wave you by because they feel uncomfortable (causing confusing for all the cars), or the car behind me will speed up and pass in the next lane over, making it dangerous for everyone. One other point about traveling on foot -- Beyond being uncomfortable, it sometimes feels unsafe in the West University area. There are crowds of homeless and transients, lots of litter, and a history of crime in the area (remember the alarming number of rapes that happened around that area a couple years ago?). |
| 29 | Flip stop signs to prioritize east-west bike travel rather than north-south car throughput. This is a bike corridor, make it useable for bikes. |
| 30 | Make visibility better at the intersections. Cars park too close to the intersections. |
| 31 | Leave the existing traffic signs in place. Those riding bikes never follow traffic signs anyway. |
| 32 | Improve the quality/smoothness of the pavement, especially between Willamette and Jefferson streets and on 15th just before it turns into the fairgrounds and Fern Ridge path. These areas contain many sections of uneven pavement that make travel on smaller-wheeled devices (such as skateboards, skates, and wheelchairs) difficult. |
| 33 | Marked crosswalks will help drivers understand and be prepared for the presence of pedestrians at these intersections. Consider lighting improvements for darker times of day or year. Stop signs are unnecessary at these small, neighborhood intersections with traffic circles. |
| 34 | Expand vision clearance triangles at intersections with traffic circles to improve visibility when approaching intersection. |
| 35 | For other intersections with car traffic, flip the stop signs to make cars stop instead of bicycles and pedestrians. This is particularly needed at Hilyard and Patterson. That would make 15th a true bicycle corridor. Additionally, the pavement condition is poor in many places. I often opt to ride 12th instead. |
| 36 | Change stop signs to yield and let roundabouts be what they are meant to be. This may need some public education! |
| 37 | It defeats the purpose of a round a bout to have stop signs. It just causes confusion. |
| 38 | 4 way stops or at least stop signs in the same directions |
| 39 | This is a great plan! |
| 40 | Where 15th Ave connects with the Fern Ridge Bike path there is frequently gravel and rough road. Repaving the *access* to the bike path would improve this connection. Add bulb-outs at the intersections where there is no roundabout. (Lawrence, Charnelton, Willamette) |
| 41 | Low plantings in the circles. Should be made clearer that bicycles have right of way on 15th as it an extension of the bike path. Cars should have to stop. Yield signs are insufficient as the circles are basically just medians, not roundabouts. Do not change |
| 42 | enforce the no parking zones at intersections |
| 43 | Close it |
| 44 | Bike route should have the clear path without stop or yield signs as much as possible. Adding crosswalks would aid in pedestrian safety along this route. Car through travel should be minimized by making it a slow and cumbersome driving route. |
| 45 | More signs or paint iconography on Street to indicate that it's a bicycle friendly Street. Maybe signs that say watch for bicyclists. |
| 46 | Use four way stop sign |

| | |
|----|--|
| 47 | There are three blocks with no stop signs between 18th and 15th on Washington St. where I live. That translates to a lot of time for people to speed down them Washington until they have to stop at the intersection at 15th. Being one block over from Jefferson, people often use Washington St. as an alternative, but don't drive slower when they do. I foresee many more auto vs. bicycle accidents down at the roundabout if the stop sign is removed and replaced by a yield sign. Yield signs don't encourage drivers to actually stop. Keeping the stop signs as they are at least reduces speeding somewhat in our residential neighborhoods, and protect against high speeds further down to 13th Ave. 15th is very heavily traveled by bicycles; removing the stop sign there is not going to protect those riders. Better to leave the stop signs in place. |
| 48 | Mark the crosswalks |
| 49 | Remove stop signs at Olive so 15th Ave traffic is free-flowing and Olive traffic stops. Add diverters to Oak and Pearl to require cars to turn off of 15th at those streets. Add speed bumps between Patterson and Kincaid to slow commuter traffic traveling to & from U of O. Stripe bike lanes between University and Walnut. |
| 50 | Keep the stop signs so car traffic stops at an intersection of 15th and the bikes can safely pass. I live on Broadway near Monroe park where there are many yield signs and most drivers just speed right through them. Stop signs are safer. |
| 51 | Bike lane lines painted on roadway |
| 52 | Please keep the stop signs at the traffic circles. Motor vehicles already glide through the stop signs, let alone come to a complete stop. |
| 53 | Stop signs from all side. Yield signs will be unsafe |
| 54 | I live on NW corner of 15th Ave. and Washington Street. Please be aware that many motorists do Not heed the stop signs or the speed limit in our neighborhood, especially during traffic diversions. I have witnessed many near and some collisions between bikers walkers and car traffic on this corner. Please do what you believe will keep all safe while traveling around traffic circles and hopefully enforce speed limits! This is a high bicycle and foot traffic corridor! Thank you for inviting me and other long term residents to participate in this survey! |
| 55 | Rolling stops for bicyclists. Berkeley has these. Cars must stop, but bikes can slowly yield. |
| 56 | I am totally opposed to changing the stop signs to yield ones, especially along the circles in my immediate neighborhood at 15th and Washington and 15th and Lincoln. Even when coming to a full stop in my car, it's been challenging at times to avoid near misses with bikes and other cars at these intersections. Crossing these areas as a pedestrian is not as hazardous because one stops and looks both ways before entering the street, regardless of the presence of any kind of sign. One suggestion that would help visibility at these areas is to have the city or property owners trim shrubbery that is blocking vision. This has been a problem at 15th and Lincoln on the NE and SW corners. |
| 57 | Make sure vegetation in yards near the corners is low enough to see over. Also, sometimes cars parked on the side of the intersecting streets makes it hard to see traffic coming (especially 15th and Pearl). |
| 58 | 15th is usually ok. It's Lincoln that's nuts. Four-way stops AND cross-walks. |
| 59 | better maintained plantings in the circles would make them something to slow down and examine. i like the idea of adding crosswalk-- especially if they could be fun, festive placemaking elements. How about a polka dot crosswalk?! |

| | |
|----|---|
| 60 | Better street lighting along 15th, traffic speed enforcement on Washington and Lincoln, bike's not having lights at night, bikes not stopping at stops inc at Jefferson. "Instead, drivers yield to oncoming traffic before entering the circle. This is the key word " yield." They don't stop for stops as it is now, why would they yield, assuming they can see the oncoming traffic that they are yielding to! |
| 61 | keep signage readable |
| 62 | No. Changing these to yield signs so that they are more like a roundabout is a great idea. I think people will understand them better.and much easier for cyclists. |
| 63 | 4 way stop at Lincoln & 15th. |
| 64 | Fix the collapsing storm drain boxes at Washington, Lincoln, and Charnelton and repave the whole stretch, but most especially 15th between Willamette and Olive |
| 65 | I've seen to many vehicles not stop a the stop sign, and think changing it to a yield would only increase accidents with bicyclist being hurt. The circles are fine, but the bumper strips in the middle of each strip should be trimmed down, large trucks driving thru the area keep climbing over them. Instead of a triangle just a strait strip would be better. |
| 66 | I think you should put traffic circles on Lawrence Street also. |
| 67 | A yield sign at Charnelton would be a bad idea. There is substantial traffic south bound by impatient drivers trying to get ahead of the traffic on Willamette. Moreover, the sight line for southbound drivers to see westbound cars on 15th is very poor. |
| 68 | I have lived at 1533 Washington for 40 years. I have seen people blow through the stop sign, speed, have collisions, hit houses, screach to stops, narrowly avoid bikes and pedestrians, kill pets. The circles are not perfect but have calmed traffic. I trust NO ONE at the stop signs. If you do away with the stop signs there will be deaths. People blow tires quite often hitting the curbs but that is because they still drive to fast. Leave it the way it is. It had saved lives. |
| 69 | Bikes should follow the traffic rules. I support biking and 13th ave is not safe for bikes due to inconsiderate bus drivers however I think changing to a yield system will allow cars to just keep on going..... |
| 70 | Slower speed limits and more stop signs |
| 71 | Curb extensions at 15th and Lawrence, 15th and Olive, bike signal at 15th and Willamette and 15th and Jefferson. |
| 72 | Remove traffic circles, use stop signs and crosswalks |
| 73 | The new Idaho stop law makes this unnecessary and it will only embolden drivers to drive more dangerously. |
| 74 | 15th is a major bike route. Changing to all yields will encourage people in cars to not slow down at these intersections. The distraction of the lack of line of sight because of the circles is already a danger to cyclist, walkers and other cars. This is similar to the conditions with the circle at 20th and Tyler. Without traffic calming measures such as speed tables, many cars just swerve around the circles causing even more of a hazard. |
| 75 | I just moved from this neighborhood. Most people treat yield signs in neighborhoods as 'go, don't slow down' so stop for cars but yield for bikes would work better. But there's always the one scofflaw. |
| 76 | Stop/yield signs on north-south streets, allowing cyclists to travel along 15h without having to stop and restart. |

| | |
|----|---|
| 77 | I think it will make traveling along 15th Ave LESS safe if you remove STOP signs and replace them with YIELD signs in all directions. As it is, cars rarely come to a full stop and frequently drive through without looking left for bikers. I've lived in this neighborhood for 6 years and live 4 blocks from that intersection. I feel strongly that the proposal will worsen, not improve, safety in that area. |
| 78 | Add bike lanes and remove the roundabouts. |
| 79 | Enforce the current traffic laws sometimes. |
| 80 | It's hard to get working vehicles down that street especially for longer tow trucks and other vehicles that have business down there |
| 81 | Just take away these stop signs. They are absolutely useless and completely negate the roundabout. It's not normal and can create confusion when people unfamiliar with it approach the intersection thinking it's an actual roundabout instead of a four-way stop intersection with an obstacle in the middle. |
| 82 | Keep it the same. |
| 83 | what does one do if a driver actually hits me? |
| 84 | Circles are dangerous and Americans can't figure them out. |
| 85 | Not pertaining to the traffic circles exactly. I would like to see flashing stop lights at Jefferson and 15th. |
| 86 | Make pedestrians safer with very clear crosswalks. That street should prioritize bikers and walkers. Everyone driving a car should have to move slowly in order for 15th to continue to be a good avenue for cars and pedestrians. If you decide to move to yield signs, then please lower the speed to 15 mph. |
| 87 | Visibility improvements. There are some corners with some tricky visibility. |
| 88 | increase diameter of circles if possible. Going at 25 mph, with no other traffic around, feels like a slalom course, with sharp curvature shifts to follow the tight circle. Maybe a 'traffic calmer', but very jerky. |
| 89 | We have more people moving here and living here than ever. More people mean more idiot drivers. People don't know what a yield sign is. I live right on 15th and traffic needs to drive slowly and more cautiously. Too many people speed. There is a lot of foot traffic and bikes. Yield signs would make drivers think they can go faster. Making people drive slower and restricting the flow of these neighborhoods is safer. Keep the main roads moving more fluent will keep traffic away from the side roads. |
| 90 | Make all intersections 4-way stops and remove the traffic circles. p.s. I lived in that neighborhood for 10 years and travel through there at least once a month now. |
| 91 | Repave the road but add traffic calming measures so that vehicle speeds do not increase. |
| 92 | as a daily bike commuter through this corridor, Lincoln has too much traffic through this area for a 4-way yield; might want to consider leaving the 15th & Lincoln 2-way stop as-is |
| 93 | REMOVE Traffic Circles and if necessary add speed bumps/risers. Change ALL Signage in Eugene to Coated (over painted signs) to ease cleanup of graffiti bullshit. |
| 94 | Traffic control on Willamette, Pearl, High, Hilyard and Patterson to prioritize bike travel. It's absurd that with blind, fast, dangerous crossings this is considered a bike route. I often choose 18th instead, the road itself feels less safe but the intersections feel much safer - which is says a lot about how bad it is as bike infrastructure. |

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| 95 | Consider opinions from GEARs and other bicycle advocates. I only use 15th on my bicycle, never walking or using a motorized vehicle. |
| 96 | I would prioritize bike traffic east west and install stop/yield signs on all side streets running north-south of 15th St., so that bicyclist have the right of way. The existing traffic circles help control speed at many intersections so I think Yield signs are quite appropriate. |
| 97 | Experiment more with different traffic ideas for cars and bikes like other cities are doing. |
| 98 | Remove circles in middle and make it a 4 way stop |
| 99 | Why not do a traffic circle at Lawrence? I've noticed cars speeding up between Washington and Lincoln because they have a two block stretch. Makes the intersection at Lawrence more dangerous. |
| 100 | No but it's cheaper and SAFER to leave the signs ALONE! |
| 101 | Don't add yields...people ignore them at least half the time! Have had to take evasive actions many times, where yield was in effect. |
| 102 | Keep the traffic circles. This being a designated biking road makes moving through the traffic circles easy and I feel safe because I know cars need to stop. I bike commute this road M-F for work. So many cars fly up to and after their stop and some don't even stop. Taking the stop signs away reinforces the inconsiderate behavior and does not cut down on the speeding, which is desperately needed. My partner lived on the corner of 15th and Washington for over a year and saw a lot of speeding and disregard for the stop signs. There are disabled folks both mentally and physically that live at that intersection which are often out walking. If anything, the area needs more police traffic stops and more enforcement of the current speed limits and stop signs, not a reduction in vehicular responsibility. |
| 103 | I agree that 15th should be bike friendly. 15th and Washington is still dangerous for pedestrians and bicyclists. Willamette is much better so use that as a model Also consider parking on one side only or make it a one-way with a dedicated bike lane. |
| 104 | Yes. Please add a traffic circle at 15th and Lawrence. It will be much safer. Many people drive very fast on Lawrence because Lincoln has a circle and speed bumps and Washington has a circle at 15th and Jefferson is super busy so they come onto Lawrence and speed through all the time...have seen two cyclists hit at 15th and Lawrence with no horrible injuries, but were hit by cars. |
| 105 | No, I like the idea of Yield signs - my guess is many don't come to a full stop, and there's no need for bicyclists to do so in particular (I say that as someone who usually drives). Also, I travel through the Springfield roundabouts which are MUCH bigger and those are essentially yield, not stops, and it's fine. This seems like a very simple change that will help move things along, make life easier for bicyclists, and not inconvenience anybody. |
| 106 | PLEASE add a circle at 15th and Lawrence. I live one house away and watch as cars continually either ignore the stop sign on Lawrence or come to a speedy rolling stop. It is extremely difficult to see cyclists coming from with direction. Many, many, many times--AFTER I COME TO A FULL STOP-- I have pulled out slowly and worriedly to turn left or cross 15th finding that I must brake suddenly to allow unseen cyclists to pass through the intersection. |
| 107 | 1) a traffic circle at Lawrence and 15th would slow cars down cars tend to speed up between the circles at Lincoln and Washington. 2) Flashing lights at the bike/pedestrian crossing at Jefferson and 15th and Willamette and 15th. |
| 108 | Seems like a circle at Lawrence would be appropriate. It's the only one without one. |
| 109 | I would like to see a traffic circle at 15th and Lawrence. It is the only one between Willamette and Jefferson without a circle (except for Jefferson and Olive, which are bus routes). |

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| 110 | Motorists blow through yield signs and yield at STOP signs. Change the STOP on Lawrence to the north/south bound traffic to create a through bike corridor/route. I do support reducing the size of the roundabouts. |
| 111 | I didn't know it was unsafe. People should also slow down, especially cars. Bikes should stop at stop signs, even if it's a rolling stop. My fear is that yield signs will be a "pass" for everyone and no one will even slow down at any of the he intersections. Part of it, too is cut-through traffic. When 13th, 18th, Willamette or Jefferson are annoying, people cut through. It's not THEIR neighbor, so why should they care? |
| 112 | What about the possibility of just flipping the 15th & Lincoln stop sign to stop traffic on Lincoln instead of the bike traffic on 15th? That way 15th serves it's purpose as a main bike corridor and people on bikes wouldn't even have to even yield to the people in cars. And the people in cars would have to stop for the people on bikes. |

Table 8. Zip Codes in Which Survey Respondents Live

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| 97401 | 41% | 65 | |
| 97405 | 31% | 49 | |
| 97402 | 16% | 25 | |
| 97404 | 4% | 6 | |
| 97477 | 3% | 5 | |
| 97403 | 2% | 3 | |
| 98104 | 0.6% | 1 | Seattle, WA |
| 97213 | 0.6% | 1 | Portland, OR |
| 97487 | 0.6% | 1 | Veneta, OR |
| 97488 | 0.6% | 1 | Vida, OR |
| 97424 | 0.6% | 1 | Cottage Grove, OR |
| 97321 | 0.6% | 1 | Albany, OR |
| | <u>101%*</u> | <u>159</u> | |

*may not equal 100% due to rounding